

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7. (Canceled)

8. (Currently amended) In a valve for a high-pressure pump of a fuel injection system for an internal combustion engine, the valve having

a valve member which cooperates with a valve seat formed in a housing part on which valve seat the valve member rests when the valve is closed in order to close a bore through the housing part,

the valve seat having an at least approximately conical seat face which is located at a transition of the bore from a portion of small diameter to a portion of large diameter,

the conical seat face being formed as a section of a cone having a first cone angle

between the seat face and a diametric longitudinal axis of the valve seat, the improvement

wherein the conical seat face, on its side oriented toward the portion of large diameter, is adjoined by a first conical surface formed as a section of a cone having a second cone angle **between the first conical surface and the longitudinal axis** which is larger than said first cone angle,

wherein the conical seat face, on its side oriented toward the portion of small diameter, is adjoined by a second conical surface formed as a section of a cone having a third

cone angle between the second conical surface and the longitudinal axis which is smaller than said first cone angle,

wherein the first conical surface is adjoined by a third conical surface formed as a section of a cone having a fourth cone angle between the third conical surface and the longitudinal axis which is larger than said second cone angle, and

wherein the second conical surface is adjoined by a fourth conical surface formed as a section of a cone having a fifth cone angle between the fourth conical surface and the longitudinal axis which is smaller than said third cone angle, resulting in an overall shape of the adjoined surfaces being a stepped trumpet-like shape, which flares out from the portion of small diameter to the portion of large diameter.

Claim 9-11. (Canceled)

12. (Withdrawn) The valve in accordance with claim 8, wherein the faces adjoining the seat face are embodied as curved convexly toward the longitudinal axis of the bore.

13. (Withdrawn) The valve in accordance with claim 8, wherein the seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

Claim 14. (Canceled)

15. **(Previously presented)** The valve in accordance with claim 8, wherein the conical seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

16. **(Withdrawn)** The valve in accordance with claim 12, wherein the seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

17. **(Withdrawn)** The valve in accordance with claim 8, wherein the housing part is hardened, at least in the region of the seat face.

Claim 18. **(Canceled)**

19. **(Previously presented)** The valve in accordance with claim 8, wherein the housing part is hardened, at least in the region of the conical seat face.

20. **(Withdrawn)** The valve in accordance with claim 12, wherein the housing part is hardened, at least in the region of the seat face.

21. **(Withdrawn)** The valve in accordance with claim 13, wherein the housing part is hardened, at least in the region of the seat face.

22. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

Claim 23. **(Canceled)**

Claim 24. **(Canceled)**

25. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 12.

26. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet

valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 13.

27. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 17.